

Decline to Accept President's Offer

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The conductors and firemen will be heard from soon.
Demand the Impossible
The leaders of the engineers and trainmen have said that they would be satisfied with a reduction in the cost of living instead of increased wages.

out southern California as far as Fresno on the north and as far east as Yuma, Ariz., is paralyzed today.
A strike which began Thursday night when switchmen and brakemen quit their posts in sympathy with a strike of trainmen of the Pacific Electric Company, operating an interurban system and which rapidly extended to include other trainmen, yardmen and shopmen, spread last night northward to Bakersfield, Calif., and eastward to Yuma.

McLoughlin Wins in Straight Sets

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Cragin was completely at his mercy while Mac was delivering.
Time after time Cragin failed to even get his racket on the ball, and when he did Mac was waiting at the net to deliver one of his famous kills that resulted in a double fault.

Mac varied his style against Cragin by playing in the back court much more than he formerly did. Whenever he rushed to the net it was certain for Cragin, but the Comet apparently wanted some driving practice, so he avoided himself of the opportunity by occasionally getting into a driving duel with Cragin.

The rain did not last long, the sun breaking through and quickly drying the stands. The gallery was soon in place and the match resumed. Mac was taken from the courts by Conrad B. Doyle, Washington, D. C., and S. Howard Washell, Brooklyn, began the second feature match.

Apparently McLoughlin's famous service has lost none of its sting, as he took the first game at 15 on his own delivery. Mac immediately broke through the New Yorker's service, winning after a service was called twice. In this game Mac rushed to the net, killing with his old-time abandon.

Mac electrified the crowd by winning the third game at love on three aces and a short cross-court volley. Cragin took his own service on an ace and three outs by McLoughlin. The New Yorker then broke through Mac's service and brought the score up to 3-2, with the Californian leading. The stands again were moved to applaud when Cragin took the sixth game on his own service at 15, bringing the games to 3 all.

Mac quickly pulled away by winning his own service on three more service aces and a net by Cragin. Mac's forehand drive was working beautifully in the next game, which he took on Cragin's delivery, losing but one point and leading in the set at 5-3. McLoughlin again made his second good and easily took the ninth game, which gave him the set at 6-3.

McLoughlin took the first game of the second set after duce had been called three times. His last two points were aces down the side lines. On his own service Cragin had Cragin at his mercy completely, losing only one point, which he netted.

The comet continued to flash brilliantly, again breaking through Cragin's delivery for the third successive game on a series of hard, deep drives and dazzling cross-court volleys that caught his opponent flatfooted.

The Californian brought the games to four-love on his own service, which Cragin was unable to cope with. Cragin's service was weak in the fifth game and Mac took it with comparative ease, playing a back-court game.

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PRESIDENT WILSON OUTLINES ADMINISTRATION LABOR POLICY

President Wilson, in connection with his announcement that railroad shopmen would receive an increase of four cents an hour, outlined the administration's labor policy and asked labor to co-operative in maintaining a truce in all wage matters.
That America faces a situation more likely to affect the life of the people than the war itself.
That the primary step is to increase production and facilitate transportation.
The railroad rates will not be raised to meet increased wages.

That increases in wages will further increase the cost of living.
That wage questions ought to be postponed until normal conditions return.
That the increase to the shopmen only meets a temporary condition.
That the government has taken up with all its energy the task of bringing the producer to book in order to lower prices.

That it would be necessary to accept higher costs as a permanent basis for wage adjustments if the fight against high costs fails.
entirely. Although Mac served two double faults in the sixth game he finally won it on a service ace after duce had been called twice. This gave Mac the set at love.

Cragin was the first game of the third set on his own service. Mac driving out on the last two points. Mac made it one-all on his own service, nets by Cragin giving the comet three points. Cragin won the third game when Mac drove out four times in succession after winning the first point on a deep backhand drive.

Mac brought the score to 2-all on his own service, rushing to the net and blocking Cragin's weak returns. At this point Mac broke through Cragin's service, the New Yorker serving a double fault as a finale. This gave Mac the lead at 3-2. Mac drew away to 4-2 on his own service, which he finished by a clever short-court stroke that caught Cragin back upon the base line.

A light rain began to fall as the players changed courts. After several fine rallies, all of which Mac won by brilliant driving, the comet captured the seventh game, making the count 5 to 2.
On his own service Mac ran the set out at 6 to 2. Cragin failing utterly to handle the Californian's fast service. The set ended by Cragin driving into the net.

Summaries: First Round
C. J. McLoughlin defeated A. S. Cragin, 6-2.
W. Niles defeated James D. Ewing, 6-2.
A. W. Merriam defeated W. Hayes, 6-2.
E. J. Curley won from K. H. Behr by default.
J. P. Vomburath won from C. Cook by default.
Williams won from K. R. L. Simmons by default.

Two MEET DEATH IN MINES
One Plunges Down Shenandoah Shaft—Slope Car Crushes Another
Shenandoah, Pa., Aug. 26.—When half way up the shaft at Packer No. 5 colliery this morning, Joseph Petruski, twenty-nine years old, lost his balance and plunged to the bottom, a distance of 400 feet. Every bone in his body was broken.

Realizing that the car on Indian Ridge slope of the track this morning, the engineer investigated and found the body of Emil Granges badly mangled. It is thought he fell from the car while being hoisted up the slope.

Department of Justice Officials Oppose Smith's Proposition
Washington, Aug. 26.—(By A. P.)—Department of Justice officials today refused to accept the compromise proposed by members of the Senate agricultural committee on amendments to the food-control act to penalize profiteering.

Senator Smith, Democrat, of Georgia, author of the compromise plan, which would apply the proposed penalties for sale beyond the "fair price" standards only in case of combinations of dealers, said he would press the compromise plan despite objections of Assistant Attorney General Ames.

Two Small Fires Extinguished
Two small fires were extinguished by firemen this afternoon after relatively trifling damage had been done in each instance. A defective range caused a fire at the home of Charles Stiffina, 2935 Hickory avenue, while flames were discovered in a bale of waists at the Whitaker Waist Mill, 2122 Hazard street. The damage in each case was estimated at several hundred dollars.

MAX MILDOR SAILS

Goes to Europe to Open Chain of Offices to Distribute Selznick Films
The opening banquet of the theatrical season brought everybody of any importance in the local motion-picture and theatre "industry" last evening to the Rose Room of the Bellevue-Stratford. The occasion was a testimonial from many friends to the new president of Select Pictures of Europe, Maxwell Milder. He leaves about a week hence to open a chain of offices for the distribution of the products of the Lewis J. Selznick studios throughout Europe and to purchase foreign films for showing in this country.

There was a note of sadness to the event when former Assistant District Attorney Kun proposed a silent toast to the late Stanley Mastbaum. It was done because of the similarity in the arrangement of the guest tables in the form of a huge M, which stood for Maxwell Milder and which reminded the guests of the famous Mastbaum dinner given in the same room several years ago.

When State Censor of Films Harry L. Knapp spoke he paid tribute to the quality of American films and the way producers were striving to make clean pictures. He also intimated that the board would be more liberal in its viewing of products of the studios and that the works were entitled to see more of the people of author, director and player than has been the case heretofore. This he attributed to the attempts being made to create only wholesome plays.

Urges U. S. Monopoly Over Meat Cars
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The fact that, while packers claim losses, the report says: "A proper revision of their car accounts" shows the car operation has netted some profit. This amounted to 6.8 per cent in 1912, 3.4 per cent in 1914, and 4.5 per cent in 1917.

The prompt and efficient handling of the traffic in meats and perishable fruit is of great public concern," the report says in making the recommendations. "and it is also important that all shippers should have equal service."
The recommendations by the Federal

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REFUSE FOOD COMPROMISE
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Trade Commission brought the following comment from Thomas E. Wilson, of Chicago, chairman of the Institute of American Meat Packers:
"The packers are willing to submit the justice of the Federal Trade Commission demands in its report on private car lines to the common sense of the American public. After an investigation by men experienced in transportation questions the Trade Commission presented a report diametrically opposed to that handed down by the Interstate Commerce Commission, composed of men trained in railroad work.

Packers Refer to Report
"After a six-year study of the question, the Interstate Commerce Commission report said: 'An important part of the interstate commerce of the country is transported in privately owned cars. It is to the interest of the owners, carriers and public that their operation should be continued under such rules and regulations as will insure their efficient handling without

discrimination against any shipper or particular kind of traffic. The system of the use and supply of private cars that now exists cannot be at once and radically changed without serious consequences to shippers, carriers and the public.

"There are admittedly too few refrigerator cars. Greater mileage of packer cars was possible, because a load was waiting for every car 365 days a year. Spread the use of the packer-owned cars among shippers over the entire country and mileage will be reduced, with a consequent increase in the cost of meat foods or a necessary reduction in live animal prices. It would seem that, if a real solution is sought, it might be found by some agency building enough additional cars to meet the deficiency.

"The packer cannot buy more animals than he can market as meat. If cars are not available, his purchasing power is lessened. If railroads or the government should plan to ice the cars at the start, such cars probably could not be loaded the same day, because of delays in switching. Thus, there

would be a waste of ice and time, and it still would be necessary to ice again at the point of loading. Government operation of the railroads has not been such as to warrant the public looking with very great equanimity on the suggestion that its food be handled by the same or a similar agency."

Business is no longer dumb
THE Chamber of Commerce of the United States has just concluded a referendum among its members on the railway problem.

Their solution—the business man's solution—of that problem is published in the September number of the NATION'S BUSINESS

Ten years—even five years ago—there was no way of getting an expression of opinion from the men who represent Business in America.

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We do not think of a man as a customer just because he has bought a Novo Engine. A customer, according to our idea, is a man whose confidence we have gained by proving to him that Novo Power is Reliable, and that the first aim of the Novo Engine Company is to give him the right kind of Service.

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